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TIME-TABLE. WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.15	10.30	12.00	1.15	4.35	5.25	7.10
Yau Ma Tei	6.50	9.24	10.39	12.09	1.24	4.44	5.34	7.19
Shatin	7.02	9.36	10.51	12.21	1.36	4.56	5.46	7.31
Tai Po	7.16	9.49	11.04	12.34	1.49	5.09	5.59	7.44
Tai Po Market	7.21	9.53	11.08	12.38	1.53	5.13	6.03	7.48
Fanning	7.32	10.03	11.18	12.48	2.03	5.23	6.13	7.58
Shung Shui	7.38	10.07	11.22	12.52	2.07	5.27	6.17	8.02
Shum Chun	7.42	10.13	11.28	12.58	2.13	5.34	6.24	8.08

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	7.21	9.05	10.38	11.40	3.00	4.17	5.13	6.08
Shung Shui	7.25	9.13	10.45	11.47	3.07	4.24	5.20	6.15
Fanning	7.32	9.16	10.49	11.51	3.11	4.28	5.24	6.19
Tai Po Market	7.42	9.26	10.59	12.02	3.21	4.38	5.34	6.29
Tai Po	7.46	9.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	7.59	9.43	11.17	12.21	3.38	4.55	5.51	6.46
Yau Ma Tei	8.12	9.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	6.40	9.35	11.15	12.00	1.15	4.35	5.25	7.10
Yau Ma Tei	6.50	9.44	11.24	12.09	1.24	4.44	5.34	7.19
Shatin	7.02	9.56	11.36	12.21	1.36	4.56	5.46	7.31
Tai Po	7.16	10.10	11.50	12.34	1.49	5.09	5.59	7.44
Tai Po Market	7.21	10.14	11.54	12.38	1.53	5.13	6.03	7.48
Fanning	7.32	10.25	12.05	12.48	2.03	5.23	6.13	7.58
Shung Shui	7.38	10.31	12.11	12.52	2.07	5.27	6.17	8.02
Shum Chun	7.42	10.37	12.15	12.58	2.13	5.34	6.24	8.08

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shum Chun	8.12	10.38	11.40	12.00	4.17	5.20	6.40	6.09
Shung Shui	8.19	10.45	11.47	12.07	4.24	5.27	6.46	6.16
Fanning	8.23	10.49	11.51	12.11	4.28	5.31	6.50	6.20
Tai Po Market	8.33	10.59	12.02	12.31	4.38	5.41	7.00	6.30
Tai Po	8.37	11.04	12.07	12.35	4.42	5.45	7.04	6.34
Shatin	8.51	11.17	12.21	12.48	4.55	5.58	7.17	6.47
Yau Ma Tei	9.02	11.29	12.33	12.50	5.07	6.10	7.29	6.59
Kowloon	9.11	11.37	12.41	12.58	5.16	6.19	7.38	7.07

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shatin	7.45	11.30	12.00	12.30	4.30	5.30	6.30	7.30
Shum Chun	8.40	12.25	12.45	1.15	5.25	6.25	7.25	8.25

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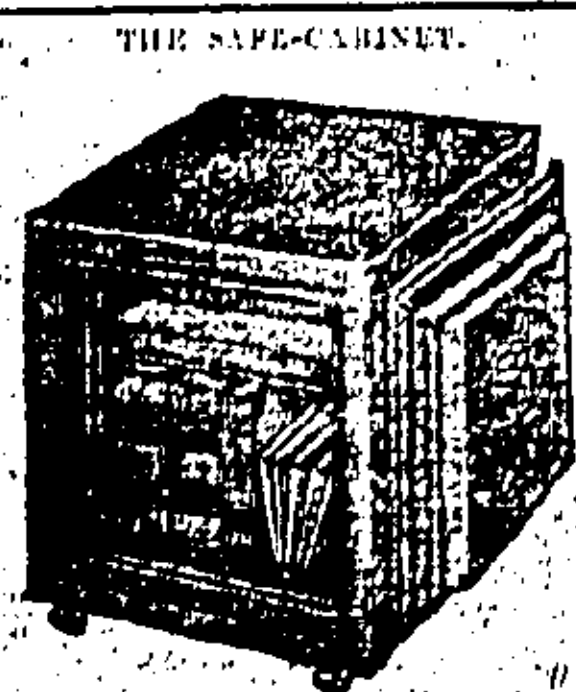
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ANOTHER "GORGEOUS ADVENTURE."

You gaze along the Government Front
Bench and behold a front bench similar
to that in all Administrations, writes
the Right Hon. C. F. G. Magarman.
Here are well-meaning, hard-working
men: the sons of Joseph Chamberlain;
hypnotized "nob" others perhaps more
negligible. It is no worse in quality than
many of Disraeli's Governments without
a Disraeli or many of Gladstone's Gov-
ernments without a Gladstone.

Suddenly the eye is arrested by a figure
who looks, in that "galère," like a cuckoo
in a nest of harmless small birds. A
domeshaped head, now quite bald, a plea-
sant smile (or grin) proclaims the pre-
sence of a personality different not only
in degree but in kind from his neigh-
bours. He has lately acquired the habit
of wandering round the box, clearing
off, in discomfort, all who are on the
right side of the left, making a great
space for himself adequate to his en-
ergies.

This is Mr. Winston Churchill: a man
who has cut his own throat (politically)
a dozen times and yet never committed
suicide; a man whose enemies have so
often demonstrated that he is dead, while
every time he has been found escaping
from his coffin and reappearing as the
subject of admiration and conjecture for
all men's minds.

MANY PARTS.

Life has been for him one gorgeous ad-
venture, in which politics has played only
one of many parts. He charged with the
Lancers at Omdurman: he was practically
killed in the taking of the armoured
train near Ladysmith: he was six days
escaping from a Dutch prison in Pretoria
in an adventure with some epic quality.

He returned to the war as a fighter. He
entered Parliament as a fighter. He
raised, at the beginning, the "tattered
flag" of Economy. His father had been
destroyed. He stepped from a Toryism
which (he thought) had no future to a
Liberalism which he discerned was des-
tined to rule England for a decade.
When that Liberalism seemed to him to
be dead, he hopped back to Toryism
again. During the Great War he must
needs go and fight at Antwerp, although
what he was doing there as First Lord
of the Admiralty, he knows. The full
story of that expedition, at once grotesque
and heroic, has not been told. He resigned
his position as First Lord of the Admiralty
in order to take command of "all the Allied forces in
the Low Countries." Belgium, in her
ultimate hour, and with memories of
Marlborough, approved his action. "I
think it's time that young man came
home," was Mr. Asquith's cheery com-
ment when he received that amazing com-
munication; and home that young man
came.

GALLIPOLI AND AFTER.

In the hideous "gamble" of Gallipoli
he found himself in perpetual feud with
Lord Fisher, another "man of action."
Both dissimilar in calibre to himself. Both
appeared from the control of the Fleet.
Mr. Churchill vanished to command a
newly raised battalion. He never lacked
physical courage. He became bored with
trench work. More and more he came
to believe that so energetic a life should
not be "wasted" in some obscure skir-
mish. He thinks the country has need
of him. He returns to achieve power.

The Coalition has no love for him. He
sets himself to achieve power by attack-
ing the Coalition. In the secret debates
in Parliament, in the more public debates
concerning liberty of opinion, he shows
his capacity for laying his hand on the
weak spots in that curious combination.
In a few months he is a member of the
Coalition. When the Coalition disap-
pears, he hesitates: he attacks Mr. Bal-
win, he attempts to win Liberal seats.
He fails. He comes in with the Con-
servative uprush. To the astonishment
of everyone—most of all, to himself—the
fine generosity of Mr. Baldwin plants
him in the position of Chancellor of the
Exchequer. To-day he raises once more
the "tattered flag" of economy: after
the unparalleled adventures of a whole
generation.

His claim to his position is adventure,
service, energy of mind, experience of
the ups and downs of fortune such as few
men have endured. And now the world
in which he lives—the world of comfort-
able England—after all this experience
of violence and change, believes, and
ardently believes, that they have found a
man who will take a shilling off the in-
come-tax.

Mr. Churchill, in the cleavage of
statesmen into two ultimate classes, be-
longs to the "illiterates." So did his
father, before him. Mr. Charles Treve-
lyan, from the secure height of a second
class in the History Tripos at Cambridge,
recently informed the House that at
Harrow, Winston was always at the
bottom of his form. Lord Radolph had
given up the career of his son in des-
pair. He seemed too stupid for any
recognised or legitimate occupation. And
this was the verdict of a man who had
challenged the "damned dots" for their
meanings as decimals when Chancellor of
the Exchequer.

I remember many years ago recom-
mending Winston a quotation from Matthew
Arnold. "Who was Matthew Arnold?"
he inquired; and then, seeking the
volume in a library obviously not purchas-
ed, book by book, but in bulk as per con-
tract. "Damn those public schools,"
suppose many would class also Mr. Lloyd
George amongst the "illiterates," as
distinct from those landed with first
class and fellowships in "Asquith."
Yet of these two remarkable men, Mr.
Lloyd George became the greatest orator
in England, and Mr. Churchill the great-
est rhetorician. The latter was handi-
capped by physical difficulty, which he
has triumphantly overcome.

MR. LLOYD GEORGE'S INFLUENCE.

The difference between the two is that
Mr. Lloyd George's eloquence is always
spontaneous, springing up, as it were, in
the subconscious mind; Mr. Churchill is
always elaborated, the product of an idea
inserted into an amazing piece of mental
machinery. I have seen many cases when
the spontaneous idea of the former—for
Mr. Lloyd George can scatter ideas like
ashes and sparks among mankind—has
been accepted by the latter, grown, fer-
tilised, blossomed, until it has filled all
the horizon. And Mr. Lloyd George, con-
fiding home, having forgotten altogether
the sowing of the initial seed, has found
his grain of mustard developed into an
immense tree, in which the birds of the
air had lodged in the branches.

I remember one such case when, after
the second election of 1910, Mr. George
had suggested the possibility of the Re-
form of the House of Lords, instead of
the limitation of its veto. When we re-
turned from abroad Mr. Churchill had
worked out a complete scheme, and re-
fused to listen to the "Veto" proposals
on which the election had been carried.
His mental storm resembled nothing so
much as that described by the White
Queen in "Alice through the Looking-
Glass." "It was such a thunder-storm,
you can't think. And part of the roof
came off, and ever so much thunder got
in and it went rolling round the room in
lumps, and knocking over the tables and
chairs, till I was so frightened I couldn't
remember my own name." For weeks
Mr. Churchill refused to hear of the
Veto Bill: until Mr. Asquith asked
him to take charge of the House, with
enthusiasm, cogency, and courage.

LOYALTY.

Yet, however, technically illiterate his
receptivity, his willingness to accept new
ideas, his determined energy to make
whatever office he for the moment oc-
cupied the first office in the Government,
have always earned him the enthusiasm
of his subordinates. That has been com-
bined with great good humour, loyalty to
his subordinates, and a loyalty to what-
ever political party he happens for the
moment to belong to. I remember, for
example, the Summer Time Bill first
appearing before an astonished Parlia-
ment. None of the Cabinet would touch
it. None of the Home Office officials
would touch it. The House of Commons
opined that it was the conception of a
lunatic, and when Mr. Churchill (un-
officially) spoke in favour of it he was
met with gibes and taunts that his am-
bition was to be greater than that of
Joshua, and to make the sun stand still
not once, but at his pleasure, in the
Valley of Avalon. Yet "Summer Time"
is now working smoothly in all North
Europe, producing far greater happiness
to humble folk than most more preten-
tious legislation.

It was always a joy to work with a
man so willing to receive ideas which
the dull mind dismissed as impossible,
and at the same time so ready to be
argued out of ideas without obstinacy
or perverseness—when his intelligence
could be converted to their utility. He
has always been a wild improvisator of
policy and a most loyal friend.

The sub-conscious elements in his mind
are naturally Conservative. He is faith-
ful to the class to which he belongs. He
would undoubtedly be most happy as a
Mussolini or a Lenin, and equally happy
as either: a Dictator appointed by the
wealthy to restrict the loss of their pos-
sessions, or a Dictator appointed by the
poor to make the poor happy.

Of all classes I think he had least love
of the "Middle Class," from which so
many of his Liberal ideas have been de-
rived. He dislikes their Puritanism,
their frequent intolerance, their atmos-
phere (as he sees it) of fear of the prole-
tariat and cowardly before the "Capita-
list." He has no kind of fundamental
devotion for Freedom.

RELATIVE RANKS.

HOW NEW RULES WILL AFFECT ROYAL MARINES.

The new table of the relative ranks of
officers in the Royal Navy, the Army, and
the Air Force (published in our columns
recently) is not calculated to afford much
satisfaction to the Royal Marines. Here-
before the status of an officer of the Sea
Regiment has been determined by com-
parison with what is deemed correspond-
ing rank in the Royal Navy. Seeing that
the Royal Marines are a naval unit, this
would appear to be the proper course.
But for the future the relative rank of
a Royal Marine officer is to be the same
as that of an Army officer of the same
title, precedence being determined by
seniority. The result of this inversion of
the long-established custom is to reduce
the status of the Marine officer. Hither-
to a lieutenant-colonel, R.M., has held
relative rank with and after, a captain
R.N., or with and before a full colonel
in the Army. Now he becomes a step
junior to the Army colonel.

The reason for this change in such an
old-established usage is far from clear.
Since the Marine is a naval officer, his
status could not be a matter of much con-
cern to the sister service. If the new
order of things has been established with
any idea of a concession to the Army,
we believe it would be doing the Army
an injustice to assume that it really de-
sired it. The Royal Marines have had a
good deal to put up with of late, and any
further tak upon their community scarce-
ly seems expedient.

The amalgamation of the two arms, each
with its separate proud record, and the
paring of the remaining strength of "below
the bone," in the metaphor of the First
Lord, are scarcely of a nature to stimulate
Enthusiasm. There is a growing tendency
to introduce changes, substitute new (and
generally unwieldy) titles, and one after
another break links with the past. It
is not a good practice in connection with
a service in which tradition is a most
jealous heritage.

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THE NEW SILK TAX. A BLOW TO THE COTTON TRADE.

[BY HAROLD COS., EDITOR, OF
"THE ECONOMIST."]

The injury to trade that is involved in Mr. Churchill's proposed silk duties is perhaps better appreciated in Lancashire than in any part of the kingdom. Even if the tax had been confined to real silk it would have been resented by many manufacturers, for the proposed import duties are to apply to silk in forms requiring further processes of production, as well as to fully woven tissues ready for use.

But the most serious part of the new Churchill tax is the proposed duty on artificial silk. The Chancellor seems to have been influenced solely by the name, for in reality what is called "artificial silk" is not silk at all. Except for its glossy appearance it might as well be called "artificial cotton" or "artificial wool." It is used as a substitute both for cotton and wool; it is also used in combination with these two materials. From the latter point of view the so-called artificial silk may be regarded as one of the necessary materials of the cotton and woollen industries as they now exist.

HIGHER PRICES.

In the case of the cotton industry artificial silk has been of immense service in enabling manufacturers to produce new types of cloth that have secured a market where the older types failed. One common device is to weave a few threads of this new material into a piece of cloth made mainly of cotton. When the cloth comes to be dyed the artificial silk acquires a different colour than the cotton, with the result that a pattern is automatically created.

The proposed new duty on artificial silk will add very heavily to the cost of producing these attractive materials and may destroy the flourishing export trade that is being built up.

There is a possibility that the Chancellor of the Exchequer may seek to evade the issue by offering to the manufacturer a rebate on exports. This would still leave a burden on all the materials in which artificial silk is employed, provided these were not exported. And that means that the price to the home consumer would have to be raised, with the probable result of a reduction in demand.

REBATE IMPRACTICABLE.

But the scheme of a rebate on exports is utterly impracticable. In the first place, when a piece of cloth with artificial silk in it has been fully manufactured, it is impossible for revenue officials to ascertain precisely what is the weight on which a rebate of the original duty should be allowed. All sorts of technical difficulties arise, which would make accuracy impossible. Endless delays would occur while the exporter and the revenue officials were wrangling with one another.

Nor would that be the end of the trouble. A further problem would remain: Who is to have the benefit of the rebate? The artificial silk and the tissues containing it have to pass through the hands of probably at least four successive owners. There is first the spinner of the yarn, secondly the manufacturer of the tissue, thirdly the dyer and fourthly the shipper or merchant. The Customs officials can only deal with the last named, and he, as already explained, may be involved in a prolonged fight before he can get a settlement. But how are the persons through whose hands the material has passed to be guaranteed their fair share of the rebate?

These are questions which possibly do not occur to the mind of a politician seeking to frame a sensational Budget. They are of urgent importance to practical business men on whose enterprise the life of the nation, as well as the revenue of the Exchequer, depends.

GERMAN TRADE.

MINISTER ON BRITISH BUDGET DUTIES.

The Reichstag recently discussed the Estimates for the German Ministry for Economic Affairs. In the course of his speech, Herr Neuhaus, the Minister for Economic Affairs, gave an account of the progress made with regard to the various commercial treaties in process of negotiation between Germany and other countries.

He announced that the negotiations with France for a provisional agreement had reached the stage of discussing details for the future regulation of Customs duties. The negotiations with Italy had been so successful that the German delegates had returned to Berlin at the beginning of the present month for their final instructions. If the new Tariff Bill were passed, a final commercial treaty with Italy would come into force by the summer, on the basis of mutual and unrestricted most-favoured-nation treatment.

The Reichstag would shortly have to decide as to the agreement with Spain. The German Government was well aware that the agreement contained many blemishes, but from its clause as to termination it was permanent. The negotiations for the extension of the Rapallo agreement were full of difficulties, due to the difference between the economic systems of the two countries, and they had not yet been brought to a conclusion. The negotiations with Poland were proceeding. Poland had given way to German representations in the matter of tariff advantages, and would treat Germany on the same footing as other nations. The return of Great Britain to a protectionist policy in certain branches of industry would be felt particularly severely by German trade. All the more, therefore, must it be the aim of German policy to lead no support to these efforts at raising tariff walls against Germany.

There were symptoms of a real improvement of the internal conditions of trade, but the system of imports financed by foreign credits was to be deplored.

(Continued on next column.)



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Union Insurance	\$250 b.
Douglas Steamships	\$54 s.
H.K. & M. Steamboats	\$38 nom.
"Star" Ferries	\$311 b.
Waterboats	\$172 nom.
"Shell" Transports	\$47 b.
China Sugars	\$36 nom.
Langkate (combined)	\$136 b.
Kowloon Wharves	\$191 b.
Whampoa Dock	\$114 nom.
Shanghai Dock	\$136 b.
H.K. & S. Hotels	(old) \$13.70 b.
Hongkong Land	\$384 nom.
Hampshire Estates	\$194 b.
Two Mills	\$10.30 nom.
Shanghai Cottons (old)	\$7 s. (new) \$11 s.
Crimale	\$1.50 nom.
Cements (combined)	\$27 b.
China Lights (combined)	\$33 b. 33 s.
Provident	(old) \$15 s. (new) \$16 nom.
Dairy Farms	\$26 nom.
Electric	\$79 s.
H.K. Ropes (combined)	\$2 s.
Transvaal	\$40 b. & s.
Peak Tram (old)	\$24 nom. (new) \$9.35 nom.
Watsons	(old) \$21 s. (new) 20 nom.
Singapore Tram	Sir. \$1.50 b. \$2.15 s.
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especially in the textile trades, in the interests of German employment. Foreign credits were often not used for imports at all, but for the purpose of artificially stimulating internal trade. Competition in the world markets was becoming steadily keener, and in many cases German prices were above world market prices. The Reichsbank would intervene to counteract the stimulating effects of foreign credits in the German home market. The business of the general council of the Reichsbank half of whom were foreigners, could only be effective with the consent of the German members. The powers of the commissioner extended solely to the technical security of the note issue and cover. The return of the pound to gold parity might be regarded from the point of view of German trade, as not altogether unfavourable.

The crisis in the German coal industry, Herr Neuhaus observed in conclusion, had resulted in a "slump" and in increase of stocks at the pits, which in the Ruhr alone amounted to between eight and ten million tons. This was equivalent to a month's output, and it was a figure that had never been reached before. The cause was to be sought in the depression prevailing among the coal-consuming industries. The Rhenish-Westphalian coal syndicate had been revived, and completed in its new form by the voluntary adhesion of all the mine owners. This would help the process of distribution, but an even more important step for the improvement of the situation was the decision to alter the railway rates for the transport of coal. The new arrangement would come into force in a few days.

The last remark had, of course, reference to the proposal for preferential treatment of German coal over the railways, so as to keep British coal as far as possible out of the German market.

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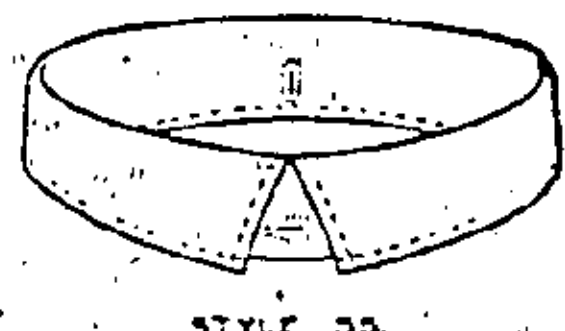
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SCOTTISH LETTER.

LORD LEVERHULME AND LEWIS.

HIS ONE GREAT FAILURE.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, May 10th.

To us in Scotland the late Lord Leverhulme will be best remembered as the man who tried to modernise the island of Lewis and the primitive civilisation of a most conservative Hebridean population. He started his scheme with the very best and most unselfish intentions; but he was defeated in his struggle with the granite character of the people, and had to confess his one great failure in life. Lord Leverhulme, in his plans for Lewis, hoped to turn the fishermen-crofters from their precarious livelihood as herring fishermen and cultivators of unkindly land to the more steady remuneration of travelling on a properly organised basis, with an elaborate system of distribution. To this end he purchased trawlers and retail fish shops throughout England and Scotland, which he ran under the name of Mac Fisheries. The plan was an excellent one, carefully worked out, and would have been successful but for one thing—the human element. The Lewis crofters had lived in their own way for centuries. They refused to be turned into the industrial workers that Lord Leverhulme desired, much though it might have added to their comfort and prosperity. So the scheme fell through, and with it a great number of improvements on the island that its proprietor had planned in anticipation of its prospects of being turned into a self-supporting or profit-making estate. The island of Lewis was a burden, and Lord Leverhulme, disappointed in his efforts to raise the condition of its people, decided to get rid of it. In his manner of doing so, he showed not a trace of the resentment he might have felt, and was generous to the extreme. He drew up an elaborate plan, the ultimate effect of which was that the island was to become the property of those who cultivated it. He presented Stormontway Castle to the town, and, in brief, treated the people on the island in the most magnanimous manner.

LEVERHULME STORIES.

As a storyteller Lord Leverhulme had few equals. He and his friend Lord Dewar were rivals in this respect. One of the very best stories told of him turns upon a ready retort with which he once silenced an interrupter at a meeting he was addressing. The question that was put to him was this: Which do you consider the most important factor in industry—labour, replied, with a merry twinkle in his eye: "Which is the most important leg of a three-legged stool?" Lord Leverhulme was famed for his toasts. One of them ran thus: "Absent friends; may we always have more friends than money, and may we never want for either."

He often quoted this invitation to his friends: "Come in the evening. Come in the morning. Come when you expect, or come without warning. Thousands of welcomes you'll find here before you. And the oftener you come the more we'll adore you."

TEMPERANCE.

It was reported at the quarterly communication of the Grand Lodge of Scotland, held in Edinburgh, that the Foreign and Colonial Committee, being satisfied of the accuracy of information from the Grand Lodge of New York that the Grand Orient of Belgium had abandoned the requirement that the Grand Lodge of Scotland could no longer remain in amity with the Grand Orient of Belgium. The report was adopted.

As a prelude to the heavy artillery of the debates in the General Assemblies during the month of May, we have always the blowing of trumpets and the ringing of the bells of the three leading Presbyterian Churches. This year gambling and betting, Sabbath-breaking, the drink traffic, and the advertisement of Romanism are all prominent in the Committee reports. But the language used is much too strong for the facts. Is success in repelling intemperance, for example, to be secured by the use of intemperate, contradictory, and ill-considered language such as is to be found in the reviews of the year to be submitted to the Assembly of the United Free Church? The document opens with a note of exaltation: "branches have been made in the stronghold of the drink traffic that will never be repaired"; and the further prophecy is pronounced that attacks are being prepared that will make these breaches wider, and make it plain that the downfall of the strong fortress is only a matter of time. The authors of the report appear to have felt that they were shouting victory before the walls of the stronghold of the Trade were sufficiently shaken for them immediately go on to admit that the "rate of progress" they are making is "certainly not impressive"; that though there is no straggle, "the situation is static"; and, altering their metaphor, they announce that there is "a deep, vehement collision of two strong tides, and there is no sign of the temperance tide receding"—a very different thing from the impression conveyed in the opening paragraph that the No-Licence tide was carrying everything before it. This obsession in favour of prohibitory or compulsory methods of making men sober and virtuous, the identification of temperance with extreme views intemperately expressed, and the confusion of the moderate use with the abuse of alcohol, may be traced also, though in more cautious language, in the deliverances of the Church of Scotland Assembly Committee on the subject. Both of temperance, but of betting and gambling—and of Sunday observance. Both Churches—and, of course, also the Free Church—are asked to inhibit and discourage, along with the forms taken by gambling and betting that are universally recognized to be vicious and dangerous, practices such as "raffle" lotteries.

(Continued on next column.)

DR. HUDSON TAYLOR.

DOYEN OF THE CHINA INLAND MISSION.

The diamond jubilee of a society which during its 60 years' work has raised no less than £2,389,189 without making any public appeal for money, and has also kept out of debt, is worthy of note. This is the record of the China Inland Mission, which held meetings in London on May 12th to commemorate the fact that in 1865 its work began.

This society, which has been the pioneer of missionary work in many of the provinces of China, though in some the Roman Catholics preceded it, will always be associated with the name of Dr. Hudson Taylor, the young Yorkshire physician, who, after he had been invalided home from work in China under a body known as the Chinese Evangelisation Society, which was working in the coast provinces, felt compelled to "lay sickness aside and go and do the deed" of spreading the gospel throughout inland China. He made the decision on the beach at Brighton, and in his Bible records, under the date "June 25/65," "Prayed for 24 hours, and then started the new mission with 210 in a London bank. On May 28th next year he sailed back to China with a party of twenty-two missionaries on the *Immerman*. Today this little party has grown to a company of 1,134 missionaries, with 3,444 Chinese helpers (2,328 of whom are unpaid), working in 260 stations, 1,927 out-stations, and 300 schools.

The work is supported, by "home" bodies in Great Britain, Canada, Australia, United States, Finland, Denmark, Sweden, and Germany, and its work stretches right up into the corner of North-Western China. No body suffered more terribly during the Boxer outbreak, for 58 missionaries out of the 135 Western M. and of the 53 missionaries' children who lost their lives 21 were those of C. I. M. workers. The number of their Chinese adherents martyred will probably never be known.

Dr. Hudson Taylor believed that his work would be supported, like Muller's orphanages, by faith, and his trust and that of his successors has been amply rewarded. Even during the time when the C. I. M. suffered less severely than other concerns, for in that year it received its highest amount of contributions—£184,110.

and prize-drawings," even when these are resorted to by innocent-minded people for laudable objects—to wit, raising money for Church purposes. When there are so many grave and deadly evils existing within and without Church lands, it looks like a waste of ammunition to spend shot on what if they are offences, are so harmless and insignificant, and committed, as is acknowledged, with the best of intentions in the best of causes. If the Churches are persuaded to set forth on a crusade, not only against moderate drinkers and those who play golf or travel by trains or bus on Sundays, but against all who give way in any shape or form, degree, to the all-pervading inclination of the human nature to tempt luck and to play with chance, they are more likely to achieve than to rally to their support moderate and liberal-minded opinion.

BETTING AND GAMBLING.

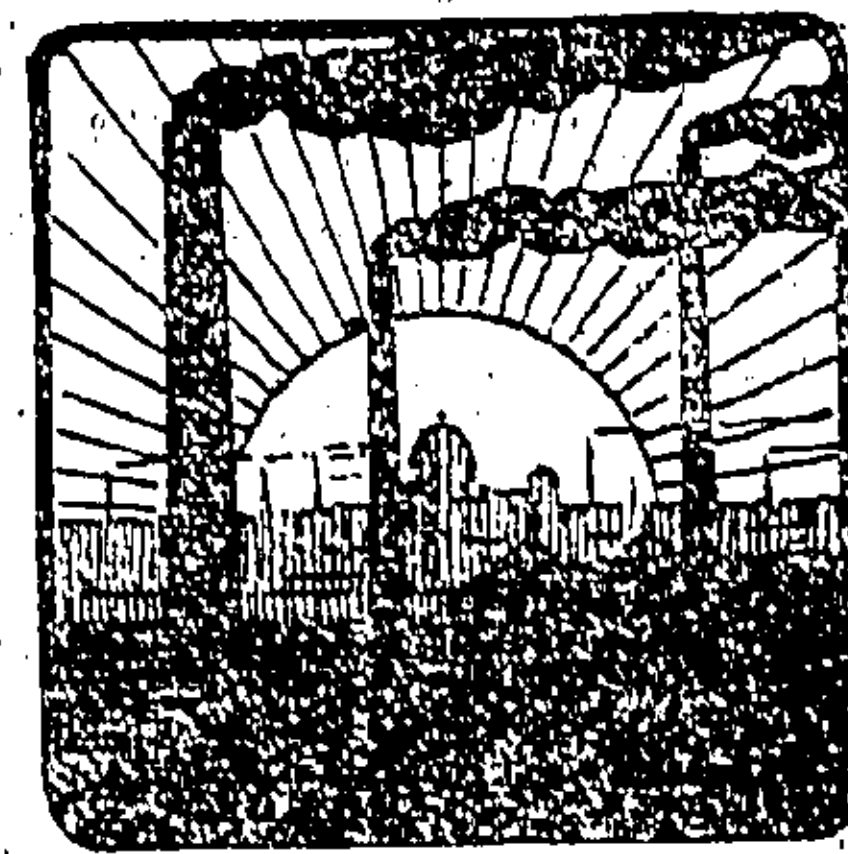
The habit of betting is so widespread that the attitude of the Scottish Churches towards it deserves a little more space. They say that there has been an increase in the gambling habit during recent years and ask how it is to be explained? The Committee of the United Free Church reply, that it is partly due to slackened restraints and lowered moral stamina—the aftermath of war, partly by the monetary process, and housing and social conditions impose on many town-dwellers. "Probably the real explanation of the increase lies in the fact that betting has become an enterprising and remunerative trade. If the professional was not making money out of betting, the dimensions of the evil would speedily dwindle. The bookmakers' organisation is ingenious in its methods and widespread in its ramifications. Their agents operate in workshops and offices, in the streets and closes of towns, canvassing even from door to door with the alluring promise of 'easy money.' The Churches contend that further legislation is urgently required to cope with the nuisance of street betting, to remove the inequality as between one class and another, and to prevent the publication of betting information which fills so many columns of most newspapers."

THE SNAKE STILL.

Very few people, though they have lived in the Highlands all their lives, have ever seen or tasted smuggled whisky. For half-a-century, at least, the illicit 'smas' still has been practically as obsolete as the flint-lock gun. There might be an occasional revenue capture at long intervals in Ross-shire, but it is safe to say that in most of the Highland counties a gallon of spirits that had not paid lawful cess to the Government has not been drunk in a life-time. Crude whisky is almost as easily made as a pot of tea; for generations its secret distillation was common in most parts of the Highlands; but the simple part of it is now, if not forgotten, at least unpracticed. The Campbeltown distilleries of to-day had their origin in illegal 'black pots' kept at one time brisquely going in the wilder and more solitary parts of Kintyre to supply the convivial needs of Ayrshire. How unpalatable and unwholesome the product of the 'smas' still was, can be guessed from the 'poten' of Conhemara. The formula and technique of 'poten' and smuggled Scotch whisky are the same. And in the West of Ireland the demand for smuggled whisky is at present greater than ever. There is no likelihood, however, of a revival of the making of whisky in the Scottish Highlands, though, for the future of the thing, one would like to be able to say that one Highland 'black pot'.

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CONSULS' ATTITUDE IN SHANGHAI.

ANSWER TO CHINESE FOREIGN AFFAIRS COMMISSION.

REFERENCE TO DISORDER OUTSIDE SETTLEMENT.

The following is the text of the Note addressed by the Senior Consul, Shanghai, to the Chinese Commissioner for Foreign Affairs in reply to the latter's two Notes of protest on the subject of the disturbances—

Shanghai, June 8th.

Sir,—I am desired by my colleagues of the Consular Body to acknowledge the receipt of your letters of May 31st and June 1st on the subject of the recent disturbances in the International Settlement. From the information at the disposal of the Consular Body including the Coroner's inquest, it appears that in the afternoon of May 30th a number of students were distributing anti-foreign pamphlets and making anti-foreign speeches in the Nanking Road district in the heart of the Settlement. A few of the ringleaders were arrested but their companions accompanied them to the police station and refused to leave. Other groups of students continued to make speeches which collected large crowds, and a foreign constable who endeavoured to disperse them was knocked down and assaulted. The crowd then forced their way into Louza police station and were only ejected with great difficulty. The police pushed the crowd back to the east along Nanking Road endeavouring to disperse them, but at the Town Hall the crowd turned on the police attempting to disarm them and drove them back with cries of "Kill the foreigners." At the entrance to the Louza Police Station when the police were in danger of being trampled to death and the station of being rushed, the officer in charge having given a warning both by shouting and displaying his pistol ordered the police guard at the station to fire as a result four rioters were killed and ten or more wounded, of whom seven have since died.

On the following day parties of students again distributed notices in the Nanking Road inciting to a general strike of June 1st—result that on the third day—June 1st—crowds assembled in the Nanking Road assaulting the police and damaging motor and trams. At the corner of Nanking Road and Chekiang Road a number of paving stones were uprooted by the rioters and thrown at the police and firemen who were endeavouring to disperse the mob, finally forcing the police, for the protection of life and property, to open fire, with the result that three men were killed and several injured.

In addition there were several other instances of attacks on the police, and on foreigners and their property in different parts of the Settlement. Again, in the afternoon of June 2nd a number of Chinese opened fire with revolvers on a Volunteer patrol in the vicinity of Burkill Road and the New World, wounding two troopers and their mounts. The police and Volunteers returned this fire with the result that one Chinese was killed.

With reference to the students and others who have been arrested, only a few of the most serious cases have been remanded in custody; the majority being released on bail in varying sums. From the above it will be observed that the action of the police has been very different from that described in your notes under reply. None can regret more deeply than the Settlement authorities the loss of life which has occurred, but the question of the propriety of the action taken by the police is one which should be raised in the course of the legal proceedings when the prisoners arrested on this occasion are brought to trial. There will also as a matter of course be an investigation by the authorities concerned into the action of the police officer in question, besides which the competent courts stand ready to deal with any complaints.

The Settlement authorities naturally assume full responsibility for all action taken in the maintenance of order against law breakers. I must at the same time remind you that a grave responsibility rests upon the local Chinese authorities in respect of the anti-foreign agitation conducted beyond the limits of the Settlement to which these regrettable occurrences are largely to be attributed.

CORRESPONDENCE.

MACAO STEAMBOAT SERVICE.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Sir,—Now that the Hongkong, Canton and Macao Steamboat Co., Ltd., have two large ships for the Canton run—the *Lungshan* and the *Tai-shan*, perhaps they could spare a large and faster ship for the Macao run—if not daily—at least for the Sunday excursion trip. During the summer months there is always a large number of people travelling to Macao on Sunday morning, and the "power" that be would do well to give this matter their serious attention. Thanking you in anticipation.—I am, Yours, etc.,

EXCURSIONIST.

[Ed. Note: As announced in the *Daily Press* on Wednesday, the Hongkong, Canton and Macao Steamboat Co. are inviting local ship-builders to tender for the construction of a fast steamer for their Macao-Hongkong Service.]

INCOME TAX DEDUCTIONS.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Sir,—I think it well to call the attention of such of your readers as are thinking of returning permanently to England to a practice of the British Revenue Authorities which may give them considerable trouble. In a recent instance with which I have been dealing, a public servant invalided home, was repaid a large sum to which he was entitled from the Official Staff Provident Fund accumulated over a number of years. The Crown Agents, however, by instructions from the British Revenue Authorities, deducted full tax at 4/6d. on this sum when it was paid to my client in England and it was only after a very drastic correspondence with the Revenue Authorities that the amount was refunded in full.

In my opinion such a sum paid to a man who through residence abroad, was never liable to British tax at all throughout the period of the accrual of the fund, is not assessable to British tax, merely because it happens to be paid to him on his arrival in England. In this particular instance, however, my client had not actually become technically resident in England and so the matter was beyond dispute. To avoid this difficulty, might I suggest that it would be prudent to have any such sum paid over before departure to England at all. But if that cannot be done and the tax is actually deducted in the arbitrary fashion indicated above, this should not be submitted to, as in most cases it will probably be found that the Revenue have no right to any such deduction where a fund has been accumulated wholly abroad by a person not subject to British tax.—Yours faithfully,

CHAS. H. TOLLEY.

London, S.W. 2.

13th May, 1925.

POLICE COURT ITEMS.

At the Kowloon Magistrate's yesterday before Mr. E. W. Hamilton, a Chinese hawker was charged with assaulting and grievously wounding a contractor of the P.W.D. who was removed to the Kwong Wah Hospital suffering from a fractured skull. The affair occurred on Tuesday in Dundas Road. The man was remanded.

A domestic quarrel between a house coolie and a cook at No. 3, Humphry's Buildings which resulted in the wounding of the latter with a chopper was settled at the Kowloon Magistrate's by Mr. E. W. Hamilton yesterday when both parties were bound over in the sum of \$25.

An unemployed Chinese who was arrested on the *President Van Buren* on May 11th with a revolver and 200 rounds of ammunition in his possession was sentenced to 12 months' hard labour, with the option of a fine of \$1,000 by Mr. E. W. Hamilton at the Kowloon Magistrate's yesterday.

In consequence of complaints received by the police from the Kowloon Residents' Association, a batch of skyraking cyclists were summoned at the Kowloon Magistrate's before Mr. E. W. Hamilton yesterday. They all got off with a fine of \$5 each and a few words of advice from His Worship.

THE CANTON SITUATION.

INEVITABLE RESULTS OF THE FIGHTING NOW BECOMING MANIFEST.

FOOD PRICES SOARING—LOOTING BY THE TROOPS.

There has been no material change in the military position in Canton since Tuesday, but the inevitable results of the disordered condition into which the city has been plunged, are now becoming manifest.

The refugees are still coming to Hongkong in large numbers and they report that necessary food-stuffs are increasingly difficult to obtain, and that extortionate prices are charged for the small supplies available.

In several quarters, also, the soldiers have commenced looting. A number of business houses where the windows have been broken by rifle fire have been entered and ransacked. As far as can be ascertained, the one great desire of the people is that the opposing armies should come to grips and settle the issue one way or the other. Apparently they would care little which side was successful providing the present tension was relieved.

Orders have been given that all the Hongkong-Canton boats must leave in line to pass out of the danger zone in daylight. Several vessels have been fired upon and it is considered advisable that none should now pass within range of the guns after night has fallen.

The U.S. gunboat *Panmanga* is at Honan and there were rumours that she had been requisitioned from the U.S. Navy to protect foreigners in Shamen. These latter reports, however, are without foundation.

Thousands of refugees have been crossing Shamen to get to the boats, but now it is understood this practice is to be stopped.

The two or three hundred Yunnanese who arrived in Hongkong during the week-end with the idea of joining their compatriots are still here. As is known, the river boats refused to convey them to Canton. A good many of them are at Kowloon and as their presence is not desired it is expected that they will be sent back to Chinese territory, and then

left to their own devices, to find their way back to their homes as best they can.

NO FIRING IN THE SUBURBS.

The *s.s. Fatshan* and *Saion* arrived in Hongkong at about 10.30 p.m. last night each carrying about a thousand refugees from Canton. Two English lady teachers of the Union Normal School brought down a large number of students. The ladies, however, emphasised that the school had not been closed owing to the Canton trouble but that the term had ended.

They stated further that the heaviest fighting up to the present occurred at dawn yesterday when incessant firing continued for three hours. All the schools with the exception of the Canton Christian College are now definitely closed.

The ladies walked through "little Hongkong," the western suburbs of Canton, yesterday and said one would have thought that nothing was happening.

THE "SAION" FIRED ON.

As day was breaking yesterday the *s.s. Saion* whilst going up the river was caught between two fires, and for a time the fusillade was terrific. Bullets were flying all over the ship and one struck a Chinese member of the crew, the bullet entering his shoulder.

He was treated by a doctor in Canton and on the ship's return here last night, was conveyed to the Government Civil Hospital.

The *Saion* bore many bullet marks. One bullet went right through the door of the commodore's room, and came out in a 3rd class cabin. Several bullets also pierced the "iron house."

The *Panl Bean*, the *Fatshan* and the *Kwangsi* also came under fire.

An officer of the *Saion* stated last night that there were a large number of bodies floating in the river, these being the corpses of dead Cantonese. Yunnanese carry their dead inland and bury them.

"THE WAY OUT."

KUOMINTANG'S ADVICE TO YUNNANESE SOLDIERS.

The *Canton Gazette* of Tuesday says:

"The Government troops are closing in on the rebels from every direction. There is no other escape for the Yunnanese and Kwangsi troops, but in complete and unconditional surrender. The Canton-Shanghai Railway has been occupied by the Government's Army Group and consequently the railway strike there has been called off. The Government's Northern Army Group are closing in on the Kwangsi troops, and the Government's Cantonese and Whampoa Eastern Group is nearing Shikan.

HOPELESS TO RESIST.

Further resistance is hopeless. But the marauding generals have resorted to their last trick to stave off disaster for a few days more. To find an excuse for useless bloodshed they tell their soldiers that there is no way out for them, but to fight and die, for if defeated there is no place in this country whither they may retreat. There is this much truth in it that, if defeated, there is not a place which would extend a welcome to them, as did Kwangtung years ago.

"But what is not true is that the Government is intent upon the utter extermination of the Yunnanese and Kwangsi soldiers. The soldiers—the men of the rank and file—we do not blame. These poor peasants torn away from the land, from their families and familiar environment, wherein they were known to live peaceful though poor lives, have been transformed by the brutal greed and voraciousness of the militarists into a soul-less machine for the exploitation of the Cantonese people. No, the soldiers we do not blame.

USEFUL LABOUR.

"We point a way to them, a way which may be death to their leaders but contentment and happiness to themselves. The way out lies in useful labour. This province is rich, and, if the money which has been squandered for so many years by dissipated and opium-sot generals and their concubines, if the millions which these marauders have piled up in the foreign banks for a rainy day, had been spent on the improvement of the province there would be plenty for all who shrink not from useful labour."

But the vitality of the people in this country is proverbial. Given a chance, given peace, political freedom, and freedom from medieval economic bondage, the people will rapidly recuperate from the ravages caused by the militarists wherever they hold sway. Millions of people freed from all sorts of bondage will willingly and happily contribute to everything that is calculated to develop the province. Dredging of rivers, which are the highways of Kwangtung, building roads where there are no waterways, improvement of the staple industries—all this requires labour, to which disarmed and disbanded soldiers must be put.

"And when we speak of labour we do not mean 'Coolie' labour, overworked and underpaid. We mean that alongside with decent wages and hours of work, as well as decent treatment, the labourers will be given such an education as would enable them to become more efficient and useful and to enable them to take their due part in the political and economic affairs of their country."

"This is the way out for the Yunnanese and Kwangsi soldiers. The Government asks them to choose this path rather than to choose the path to a premature grave. The marauding generals have already prepared for themselves the retreat and plenty of means to live in luxury. Their families are already tucked away in the safe havens of retreat—in Shamen, in Hongkong, etc. Thanks to the foreign concessions, the generals will also find a safe haven of retreat, but their soldiers—the poor soldiers—they are told to die, because there is no place for them to retreat."

PROMISE OF PROTECTION.

The Revolutionary Government—mindful of the circumstances which have been responsible for the unfortunate fate of the soldiers in the marauding armies—is ready to elaborate a scheme to take care of them. The Revolutionary Government calls upon these soldiers to think seriously of their own condition, of the conditions of this province in which they have now lived for many years, of the conditions of their own province and of their country. The people are being oppressed by militarism from within, by all the imperialist states from without. The Revolutionary Government has no other aim but to realize the great principles of Dr. Sun Yat Sen and free the country from both Militarism and Imperialism, calls upon the soldiers of every Chinese army to use their arms against the traitors and for the common cause. The Revolutionary Government has issued a proclamation in which it promises to take good care of all the soldiers of the Yunnanese and Kwangsi armies, who renounce the traitors and refuse to resist the Government."

S.S. "TAIPING" LAUNCHED.
REUNION AT KOWLOON DOCK.

The *s.s. Taiping*, which has been built for Messrs. Yuill & Company, Sydney, was launched at the Kowloon Dock yesterday morning. She is a sister ship to the *s.s. Chungking* which was launched from the same yard on April 15th and is the second boat ordered from the Hongkong and Whampoa Dock Co., Ltd., by the Australian and Oriental Line.

The christening ceremony was performed by Mrs. L. S. Rowntree, wife of the shipping manager of Messrs. Yuill & Company, of Sydney. The vessel took the water splendidly, accompanied by the firing of crackers and the cheers of a small number of spectators. Only those who were most directly interested in the new vessel and the representatives of a few local shipping firms were present. Amongst these were Mr. J. G. M. Bernard, Chairman of the Board of Directors of the Hongkong and Whampoa Dock Co., Ltd., Mr. R. M. Dyer, Chief Manager, and Mrs. Dyer, Mr. W. A. R. Douglas, Superintendent of Messrs. Yuill & Company, Ltd., Mr. L. S. Rowntree, shipping manager of the same firm, and Mrs. Rowntree.

After the ceremony the company adjourned for refreshments and brief speeches were made.

Mr. D. G. M. Bernard, on behalf of the Dock Company, proposing long life, prosperity, and success to the *Taiping* and its owners, thanked those who had done them the honour of being present at the launching of the second ship built for Messrs. Yuill. He also thanked Messrs. Yuill for placing the order with them, and he hoped the venture would be so successful as to inspire them to return with at least a couple of orders. He then handed Mrs. Rowntree a souvenir in the form of a diamond and platinum pendant.

Mr. Rowntree, replying on behalf of his wife, thanked the directors for the gift made to her. He felt sure that his principals in Australia would be pleased with the results achieved in the building of the *Chungking* and the *Taiping*. The achievement should not only be a source of pride to the management but it would also be a world wide advertisement for the Dock Company, and in consequence more attention would be drawn to their resources and enterprise. In conclusion, he thanked Mr. Dyer for his assistance to Mr. Douglas, and that it was greatly appreciated by Messrs. Yuill & Co. Mr. Rowntree then proposed continued prosperity to the Hongkong and Whampoa Dock Co., Ltd.

Mr. R. M. Dyer replied and this concluded the proceedings.

DESCRIPTION OF THE VESSEL.

The *s.s. Taiping* is a steel single-screw steamer. Her length overall is 308 feet 6 inches, length B.P. 250 feet, breadth moulded 45 feet, and breadth moulded to upper deck 26 feet. She is designed to carry 4,000 tons dead weight of a mean draft of 11' 0". The vessel is constructed in accordance with Lloyd's requirements under special survey for their highest class, and is fitted out to satisfy the full requirements of the Australian Navigation Act with regard to life-saving apparatus and equipment, Australian Fire Regulations. Her construction also complies with Hongkong Board of Trade requirements for passenger vessels.

There is accommodation amidships for 40 first class passengers in single and two berth cabins which are fitted with the latest conveniences, and have a direct supply of water, electric fans and heaters. There are also two suites cabins de luxe with private baths. The public rooms consisting of dining saloon, music room, smoke room, lounge and verandah cafe are handsomely fitted out in teak set off with carved pilasters. The furniture throughout has been specially designed and is in selected teak wood. Thirty second class passengers can be accommodated in the poop 'tween decks in two berth cabins, with public rooms, dining saloon, smoke room and ladies lounge. Accommodation is also provided for 25 second class Chinese passengers in bridge 'tween decks and space is provided for 182 deck passengers in the Forecastle and lower 'tween decks forward.

The culinary arrangements are in accordance with the latest practice there being refrigerated provision rooms and electrically driven steam laundry plant is also installed, whilst the forward hold and 'tween decks are insulated for the carriage of frozen meats and chilled produce and ships' stores. Ho total capacity is 47,000 cubic feet.

The propelling machinery constructed by the builders consists of one set of triple expansion surface, condensing three-crank engines having cylinders 27 x 40 x 77 x 49 stroke, and fitted with Gaskell and McNichols Patent Speed Valve designed for an economical speed of 13 knots.

PERJURY CHARGE.
MAN WHO GAVE EVIDENCE IN ERROR.

On June 4th in a case of larceny at the Central Magistracy, Lau Hey Chi, No. 1, Bonham Road, a merchant, gave evidence and during this evidence he stated that Ng Sze, a third mother, had left Hongkong on June 3rd, whereas it was afterwards discovered that she had not left the Colony on that date. A sequel to this took place at the Central Magistracy yesterday afternoon, where Lau Hey Chi was charged before Mr. R. A. D. Forrest, with perjury.

Inspector Peter Grant appeared to prosecute and Mr. C. A. S. Russ defended. Inspector Grant said that on June 4th the defendant gave evidence in a case in which Wong Sing was charged with the larceny of a blanket. On that occasion defendant stated that Ng Sze, a third mother in his house, had left Hongkong on June 3rd, whereas it was found on enquiry being made that the woman had not left Hongkong at all. This, submitted the Inspector, had a material bearing on the previous case.

Mr. Russ submitted that the statement made by his client on the occasion of the previous case had no material bearing or effect in that case of larceny as the man charged was said to have been actually seen carrying the blanket, which he was alleged to have stolen. He submitted no perjury had been committed. The statement made was made at the time in all sincerity and was made in the belief that it was correct, and that the woman referred to had left the Colony on the date mentioned. The statement made was entirely collateral to the issue, he submitted, and whatever it was, it was not perjury. It might amount to contempt of court perhaps, but it was certainly not perjury. The woman referred to had been required in the other case, and when defendant stated in evidence that she had left the Colony, he believed she had, as he had told her to go on June 3rd into the country to collect some rents. It appeared, however, that the woman did not go as her daughter did not want her to go at that particular time. Defendant did not go home on June 3rd or on the morning of the 4th of June, and therefore when he came into court on June 4th he naturally concluded that his third mother had obeyed his instructions and had left Hongkong for the country, and stated that she had gone, instead of saying that he had told her to go and thought she had left the Colony.

Mr. Russ asked His Worship to say, when he had heard the evidence of Ng Sze—who was only a third mother and, he believed, more friendly with the defendant in the last case, than with his client—that the statement made by defendant in this case was quite reasonable. He submitted that it was not a case on which a jury would convict. Defendant gave evidence corroborating his solicitor's statement, and after further testimony the case was dismissed.

CHINESE WOMAN'S SUICIDE.
HUSBAND WHO DISAPPEARED.

At the Kowloon Magistracy yesterday, Mr. E. W. Hamilton sitting as coroner, an enquiry was made into the death of a young woman at Wing Shing Street on April 19th. The hearing of the case had been delayed owing to the illness of Mr. S. Hunter who was in charge of the matter.

A Chinese detective deposed to having found the woman in bed on the second floor of an unnumbered house in Wing Shing St. She was able to move her hands but could not speak. She was taken by ricksha to the Kwong Wah Hospital where she died soon after being admitted. In the room where she had been found, two newly-opened bottles of opium had been discovered, together with an empty cup which had contained opium. On the 20th April he met the woman's husband and took him to the mortuary, and told him to call at the police station next day.

The man did not put in an appearance, and on enquiries being made it was ascertained that he had left for the country by the 6 a.m. train, taking his little daughter with him. He had not been seen since. A verdict of death from opium poisoning was returned, there not being sufficient evidence to show the state of the woman's mind.

MARINE COURT.

The following cases came before Lieut. Commander G. F. Hole, R.N., at the Marine Court yesterday:—
Cosing Kwong, a *foki* of a cargo boat, was fined \$46, with one month's hard labour in default, for failing to renew his cargo boat licence as required by the Merchants Shipping Ordinance.
Li Cho, coolie, Hau Wo Street, of Tung Kum, was fined \$25, with the alternative of 25 days' hard labour, for being found on board the *s.s. Yuen Sung* without permission of the Master or Officer in charge of the vessel.

Wong Fing, *foki* of a cargo boat, was fined \$24, with three weeks' hard labour in default for failing to renew his boat licence. For a similar offence, Ching Sun, another cargo boat *foki*, was fined \$48, with the alternative of one month's hard labour.

Chan Ka Yau, Master of the steam launch *Tung Shing*, was fined \$10, for failing to observe the rule of the road in the Harbour.

Kwok Ho, master of the motor boat *Sun Kwong Tung*, was fined \$15, with three days' hard labour in default, for failing to exhibit the regulation lights on his craft while under way.
Kwok Ho and Kwok Pak, masters of steam launches, were each fined \$10, with the alternative of 25 days' hard labour, for anchoring their vessels in a prohibited area in Repulse Bay.

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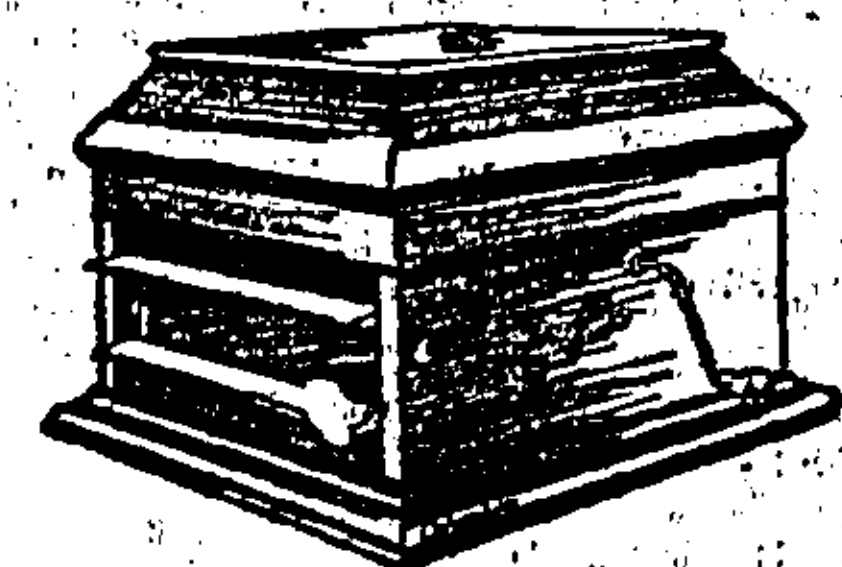
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PEDDER STREET.

RESULT OF SHANGHAI RIOTERS' TRIAL.

"FURNISH BOND IN GUARANTEE OF FUTURE
"GOOD BEHAVIOUR."

CHANG TSO LIN'S SON BRINGS FENGTIEN TROOPS.

[THROUGH REUTER'S AGENCY].

P. AND O. COMPANY SERENE.

SHANGHAI, June 11th.

The P. and O. Company do not apprehend any difficulties.

All the China shipping is held up here.

The trial of the rioters is dragging on, the evidence again mainly dealing with the origin of the trouble and the circumstances of the shooting.

The desire both sides to secure records thereupon for Peking, is overshadowing the question of the guilt or innocence of the accused.

The defence is showing that some of the rioters were shot in the back.

The situation in the French Concession to-day is distinctly easier.

PEKING SENDS MONEY.

PEKING, June 11th.

The Cabinet have decided to agree to the application of the demonstrators yesterday to send \$100,000 to Shanghai for the relief of the unemployed.

LET OFF LIGHTLY.

SHANGHAI, June 11th.

The students trial was concluded to-day, the accused men being ordered to furnish a bond guaranteeing their good behaviour.

The American Assessor, Mr. Jacobs, said that he deeply regretted the case which had much embittered the Sino-Foreign relations.

There was no demonstration by the big crowd. The Court was heavily guarded by police and an armoured car.

WAICHIAOPOU'S NOTE.

PEKING, June 11th.

The Waichiaopou's third note has not yet been presented to the Powers. It is officially stated that the note will not be made public before to-morrow.

FRACAS AT HANKOW.

HANKOW, June 11th.

Following a coolie dispute last night of Messrs. Butterfield and Swire's upper wharf in which a good deal of stone-throwing took place, a squad of Chinese Police fired over the crowd, which scattered. A dozen arrests were made.

The trouble apparently was purely Chinese, but this morning, when the upper wharf coolies attempted to resume work, they were mobbed and prevented from doing so.

A strike has been declared, and students are at present haranguing the coolies.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S COTTON TRADE.

JAPAN A "MOST DANGEROUS" RIVAL.

LONDON, June 11th.

In an address before the Manchester Chamber of Commerce Sir Manekji Dadabhai, a member of the Council of State for India and a prominent Indian industrialist, declared that Japan was a menace to the world unless steps were taken in time by both England and India.

Great Britain must cheapen the cost of production and the suggested Indian import duty of 11½ per cent. might be increased to 20 or 25 per cent. against foreign manufactures, and reduced to say 5 per cent. in the case of England.

Mr. J. H. Rodier, chairman of the India section of the Chamber, declared if in order to cheapen production the standard of living of the workers of England must be reduced to the standard of Japan, Britain would prefer to lose her preponderance in the cotton trade.

FENGTIEN TROOPS ARRIVING.

Special trains are conveying to Shanghai upwards of a thousand Fengtien troops from Nanking this evening. Chang Haueh Liang, Chang Tso Lin's son commands these troops whose mission is ostensibly to maintain order on the borders of the of the Settlement.

The movement derives an extra importance from the identity of the commander, who will doubtless personally report the Shanghai situation to his father. It is also believed that Chang Tso Lin is taking advantage of the situation to strengthen his grip on the Shanghai region.

It is reported that 600 students led by Peking agitators demonstrated at Mukden, whereupon the Education Bureau warned the students not to harm foreigners or cause disorders.

The students' efforts to cause a general strike failed owing to official precautions.

I.L.P.'S VALUABLE VIEW.

A special meeting of the Independent Labour Party to deal with the Shanghai situation passed a resolution that "the strike at the beginning was a general and justifiable revolt against the hideous conditions of foreign capitalism introduced into the Far East."

"BUSINESS HARD HIT."

The Secretary of the Chinese Chamber of Commerce, interviewed by Reuter stated that a committee of twentyone was appointed yesterday afternoon to assist the chamber in mediating between the Municipal Council and the strikers. This official body is to be known as the General Union of Education, Labour, and Commerce.

The Chamber was anxious for an early settlement, as Chinese business had been hard hit by the strike. The Chamber was receiving tens of thousands of dollars from Peking, Tientsin, the South Seas and Mexico, for the purpose of feeding the hungry workers.

PEKING STUDENTS' DEPUTATION.

PEKING, June 10.

The students, on reaching the Waichiaopou, sent in a deputation. It is reliably reported that the deputation demanded the despatch of troops to Shanghai, and similar steps. Not being satisfied with the Minister's replies, the students, on his departure, smashed a large mirror and several windows, and did other damage before leaving the building.

The students make the same demands to Tuan Chi Jui, who saw the deputation personally, and he promised to bring up the demands at a Cabinet meeting to be held to-morrow.

As far as can be ascertained, no attempt was made to molest any foreigner throughout the demonstration.

He was of opinion that the competitive power of Japan had been increased by the inflation of the yen and the cheapness of Indian cotton last year, and this advantage might be only temporary. Sir Edward Rhodes, who has just returned from the Far East, said that he was convinced that Japan was a country that was making the most rapid and dangerous progress against us in India and among the traders of the Far East, including China. He was most afraid of Japan even in regard to fine goods.

SAGHALIEN CONCESSIONS.

Tokyo, June 11th.

A Japanese business delegation is to proceed to Moscow with Ambassador Tanaka on about June 20th, to negotiate the details of the Saghalien concessions, according to the treaty.

SINGAPORE BASE.

QUESTION OF COST AGAIN PUT FORWARD.

London, June 10th.

In the House of Commons, at question-time, it was stated that, excluding the cost of the preliminary survey and engineering expenses, the Government had so far expended £73,000 at Singapore.

CABLES.

LATEST CABLES.

PRICE OF RUBBER.

AMERICAN EDITOR'S GLOOMY PROPHECY.

VANCOUVER, June 11th.

Mr. Edward Babcox, Editor of the *India-rubber Review*, published at Akron, Ohio, in an interview said that strained Anglo-American commercial relations are likely to eventuate owing to the British restriction of the rubber export which has resulted in the price of rubber rising during the past three years from 11 to 75 cents per pound, with the prospect that it will reach a dollar. The result will be a situation necessitating international correspondence, and forcing United States interests into the rubber production business.

EAST INDIES SQUADRON.

"CHATHAM" TO BE RELIEVED AS FLAGSHIP.

LONDON, June 11th.

The new cruiser *Effingham* which will be finally completed on July 6th, becomes the flagship of the East Indies Squadron relieving the *Chatham*, which has been ordered home.

EARLIER CABLES.

GERMAN INDUSTRY.

HEAVY ALL-ROUND SLUMP IN SECURITIES.

BERLIN, June 10th.

The financial difficulties of the German industrialists are reflected by an all-round slump in industrial securities.

It is reported that several concerns are faced with a position similar to that of the Stinnes Trust, and have been forced to throw their holdings on the market. The offerings are so heavy that the securities are not being absorbed, even at low prices. A typical case is provided by the Reibersteig Shipyards, Hamburg, closing down, in spite of big orders, on account of lack of funds with which to carry on.

LATEST CABLES.

STINNES FIRM'S POSITION.

BERLIN, June 11th.

The obligations of the Stinnes concern is reported to amount in value to 155,000,000 Marks of which 110,000,000 is due in June. Forty per cent. of this amount is covered by goods, etc., so there is roughly a balance of 90,000,000 Marks.

Banking firms which attended the recent conference are prepared to advance 50,000,000 Marks, while the remaining 40,000,000 Marks may be guaranteed by a banking concern headed by the Darmstadter Bank.

The Reich Bank is ready to give all assistance for bills of exchange issued by the Stinnes concern in agreement with that body.

EARLIER CABLES.

FIGHTING IN MOROCCO.

WEZZAN EVACUATED BY THE CIVILIAN POPULATION.

PARIS, June 10th.

A message from Wezzan states that owing to enemy pressure, which resulted in many penetrations of the French line along Wadizess, the French command decided as a precaution to remove the civilian population of Wezzan to the south, and the evacuation was carried out quite calmly.

LATEST CABLES.

SPAIN TO TAKE A REST.

PARIS, June 11th.

A message from Madrid states that all movements of Spanish troops are suspended until the end of June. In the meanwhile negotiations are to be held with Abd el Krim from Geneva under the act of Algicra.

Britain will support the contemplated Franco-Spanish measures for the blockade of the Rif coast.

It is reported that M. Painleve who reached Rabat after a twelve hours' flight from Toulouse will break his return journey at Malaga for a conversation with the Spanish Government on the subject of Franco-Spanish co-operation.

EARLIER CABLES.

SECURITY PACT.

STATEMENT BY BRITISH PRIME MINISTER.

LONDON, June 10th.

Mr. Baldwin, in a statement, emphasized that no security pact had yet been signed or would be concluded until the House were enabled to fully discuss it. The position was that the British and French Governments, after considering the German proposals, were completely agreed on certain basic principles for a pact between the Allies interested in the Rhineland and Germany on a footing of equality. It was expected that Belgium would adhere.

The Prime Minister confirmed that the contemplated settlement was strictly bilateral. It was proposed to obtain the French sanction to communicate the text to Parliament immediately the reply was despatched to Berlin.

Replying to Com. Kenworthy (L. Hull Central), Mr. Baldwin declined to be drawn in regard to the question of Germany's eastern frontiers pending a full dress discussion and publication of the document and Mr. Chamberlain's return, which was not likely before June 18th.

COLOGNE EVACUATION.

Replying to several questions in the House of Commons, Mr. Ronald McNeill, Under Secretary of State for Foreign Affairs, stated that the Allies would order the evacuation of the Cologne zone as soon as Germany carried out the military requirements set forth in the Note of June 4th.

LATEST CABLES.

HOES AND SUGAR.

LONDON, June 11th.

The House of Commons adopted the customs duty on hops and Imperial Preference for sugar.

EARLIER CABLES.

BRITISH SILK DUTIES.

ADOPTED BY A SUBSTANTIAL MAJORITY.

LONDON, June 10th.

The House of Commons substantially rejected a number of amendments mostly designed to delay the operation of the silk tax.

Mr. Winston Churchill, Chancellor of the Exchequer, declared that he felt convinced that the duties would considerably stimulate the British natural silk industry. The duties were adopted by 260 votes to 135.

FLIGHT ROUND GERMANY.

WINNERS IN THE VARIOUS GROUPS.

BERLIN, June 10th.

The following are the awards for the round-Germany flight:—First group, up to 40 h.p., Loerzer, on a Mercedes-Daimler; second, 40-80 h.p., Hochmuth, on a Luftfahrzeugbau; and third, 80-100 h.p., Ritter, on a Kaspartheiss, Wenke on a Junker, and Schnebele on a Junker.

TRAIN OUTRAGE ATTEMPT.

RINGLEADERS SENT TO GAOL.

HENDAYE (Pyrenees), June 10th.

It appears that the young students attending the School of Engineering were responsible for the attempt to wreck the train on which the King and Queen of Spain were travelling on June 5th. The Court-Martial sentenced the ringleader to 20 years' imprisonment and nine others to terms ranging from four to ten years' imprisonment.

GORDON BENNETT RACE.

WON BY BELGIAN BALLOONIST.

BRUSSELS, June 10th.

The Belgian balloon *Prince Leopold*, piloted by Veenstra, won the substitute Gordon Bennett Cup, given by the Belgian Aero Club, replacing the original cup, which was won outright by a Belgian last year.

LATEST CABLES.

TILDEN CAN PLAY.

DAVIS CUP TEAM REMOVED.

NEW YORK, June 11th.

J. Tilden has been released from his newspaper contract to report championship tennis matches and is thus eligible for the Davis Cup games.

EARLIER CABLES.

BELGIAN LOAN IN U.S.

NEW YORK, June 10th.

Messrs. Morgan & Company are offering \$20,000,000 of the Belgian Government loan bearing interest at 7 per cent. at an issue price of 99, redeemable in 30 years.

COUNTERACTING CHINESE PROPAGANDA.

SHANGHAI MUNICIPAL COUNCIL'S ENERGETIC ACTION.

VIGOROUS ANTI-STRIKE CAMPAIGN.

SHANGHAI, June 11th.

The Shanghai Council is now vigorously conducting an anti-strike propaganda campaign. Each morning squads of coolies leave the various police stations bearing huge armfuls of posters and piles of paste.

These posters are displayed at every convenient spot, particular care being taken to paste them up wherever strike propaganda is in evidence.

The *Shanghai Mercury* states that a crowd of eager readers usually gathers even before the pasting has been completed, and it is reported that the Municipal Authorities now regard this idea of giving the Chinese the other side of the question as one of the best which has been put into practice.

THE PROCLAMATION.

The following is a translation of the Council's proclamation:—

The International Settlement was set apart by the Chinese Government as a place where foreigners could live and trade with Chinese on terms of friendship.

For many years past the Municipal Council has governed the Settlement justly and well, protecting both foreigners and Chinese alike, so that from being a small place it has now become the largest town in China.

Because the government is good and the place is safe for all people, over a million Chinese have come to live in the Settlement, and when there is a war outside, thousands more come into the Settlement and receive protection. This occurred only last Autumn and you know that it is true.

The government and protection of all these people is a very heavy responsibility for the Municipal Council and therefore they are obliged to arrest people who try to stir up trouble.

Recently young students and agitators from outside, who do not understand that the Settlement was set apart for foreigners by the Chinese Government, have tried to arouse the people to make disturbances. They made inflammatory speeches in the streets and collected disorderly crowds, so that confusion and danger to the public resulted. When the Police asked them to go away they refused and incited thousands of people to attack the Police Station.

The station was only guarded by a few Police who in order to save their lives and maintain order were obliged to open fire.

Unfortunately, some students were killed. It is very sad, and the foreign community are equally sorry with the Chinese that such a thing should have occurred.

If the Police had not stopped the riot, it would have spread and many more lives would have been lost.

Since then, misunderstanding has increased and angry passions have been aroused, which is very regrettable.

Surely all will wish to live in the Foreign Settlement on friendly terms. All are welcome to live in the Foreign Settlement so long as they are peaceable citizens and obey the Regulations.

The Municipal Council is determined to maintain peace and order so that people can attend to their business in safety, and will punish those who stir up strife and upset existing institutions. Agitators and bad characters are now trying to persuade people to strike and cause disorder. Do not be led away by such evil advice, but help to save the situation by carrying on your ordinary business.

CHINESE CHAMBER OF COMMERCE APPEAL.

The following is a translation of the notice issued by the Chinese General Chamber of Commerce of Shanghai, which appeared in all the Chinese newspapers:—

With reference to the Nanking Road affair, the Government has lodged strong protests, and has also sent High Commissioners to Shanghai to unite with the local officials and authorities in taking the matter up and making representations and conducting negotiations.

During these negotiations all members of this Chamber and others are instructed most urgently to maintain the situation as strictly as possible so that the peace may not be broken, and so that every effort may be made to bring about an amicable settlement as soon as possible.

NEW BUSES.

ABERDEEN KAIFONG BUS CO.'S ENTERPRISE.

It is reported that the Aberdeen Kaifong Bus Co. have applied for permission to extend their service to Stanley.

The Company are also placing four new Dennis buses on the Hongkong-Aberdeen run. These buses are comfortable and up-to-date and have accommodation for 23 passengers each.

Aberdeen was formerly connected with Hongkong by launch only. It is interesting to recall that one such vessel was run by the villagers, but failed owing to competition. When the new transporters put up the rates, the Kaifongs came along with a bus service, but this company did not prove a success and their capital dwindled. A new company is now being floated with a capital of \$200,000, with shares of \$1 each, so that nearly every inhabitant of the village can become a shareholder.

Shareholders will pay special rates, having a reduction of 10 cents in the first class fare and 3 cents in the second. Special buses will be run for pupils attending the English Schools in Aberdeen and they will pay \$2 for a monthly ticket. The sisters at the Convent near Aberdeen and all police officers will travel free.

It may be remembered that the Kaifong Co. placed its vehicle at the disposal of the police free of charge when the strike was in progress. They extended the same privileges to the Volunteers on that occasion. The new company will apply for a piece of land on which to erect a workshop and when the concern pays, it is going to establish a free English school in Aberdeen.

The new buses have pneumatic tyres.

DIET TOMFOOLERY.

FAMOUS SURGEON'S SARCASM.

Sir James Cantlie, known to Hongkong and the Far East as Dr. Cantlie, is always frank and refreshing in expressing his views on health topics. In the *Weekly Dispatch* of April 10th he described some "rules for attaining cidity" laid down by Dr. Charles Thomson in a recent speech at the National Diet Exhibition at Olympia as "showing tomfoolery." Dr. Thomson's rules were read out one by one to Sir James, who criticised them with characteristic humour.

"A man must eat the desired every six months if he wants to live long." "Why six months? I ask you," said Sir James. "Why not wait till he's got something wrong with his teeth? He must be a pretty poor fellow if he can't tell when they need attention without consulting the calendar. If six months, why not six weeks? In fact, why shouldn't he go and live at the dentist's?"

WHAT'S THE USE?

"A man of forty should never drink beer, because it makes him corpulent." "Hm," said Sir James. "Do you believe that? Suppose beer is intoxicating. It seems to me I've met a good many pretty healthy men who drink their share of beer, and they aren't all under forty either. Beer-drinkers are among the healthiest men in the kingdom."

"Every man of forty who would like to ninety must become a food specialist."

Sir James chuckled. "That's good," was his comment on this rule. "I'd only like to know how he's going to do it."

"He should fast for three days from time to time, drinking lots of alkaline fluid such as Vichy water." "What shall we be up to next? I don't believe French waters were created especially for Englishmen to drink. What's the use of all these rules? Life wouldn't be worth living if we adopted all the doctrines of food specialists. Vichy water! I've nothing against Vichy water, but really—"

"A man of forty-five or fifty should exercise after tea." "And," added Sir James, "I presume that he should also not go to church on Sundays. What's the next?"

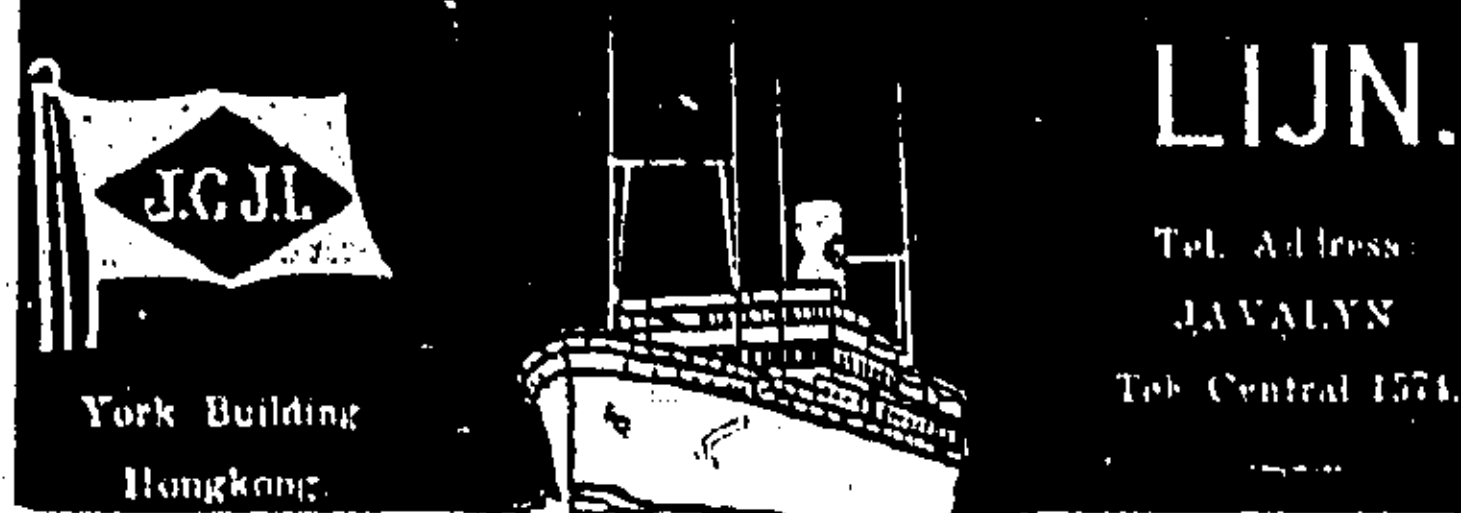
The next was:—"A bridegroom should not take a heavy lunch at one o'clock." "Sir James's sole comment on this rule was: "I expect the man who said that is a very heavy brain worker himself. Any more?"

SIR JAMES'S OWN RULE.

"Never take alcohol before eight, and take very little even then." "Ah! Now we're getting to it," said Sir James. "Now I'm going to give you one of my rules. And that is: Never on any account take alcohol at any hour before going to bed. It's the very worst thing a man can do. And yet hundreds do it. They get into the habit of it; maybe they think it makes them sleep."

"Do you realise that hundreds and thousands of men all over the country are going to bed every night 'half drunk'? They may not realise it. But it is a fact. And it is such a regrettable fact that in my own household I never allow any alcohol to be served within an hour of bedtime." "But for these most of these dining rules you'll find that most of them are mere 'vices' and a good many of them are a 'half-drunken'. Anybody can make a string of rules a yard long if he's got the inclination. I do it myself sometimes when I've got nothing better to do."

"And this was Sir James's 'saying'—I really have."

JAVA-CHINA-JAPAN-
LIJN.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	BATAVIA	12th June	18th June	SHANGHAI
TJIMANOK	JAPAN via KURE and AMOY	18th "	18th "	BATAVIA
TJIBESAR	JAVA via MAN	17th "	19th "	YOKOHAMA
TJILATJAP	SOERABAYA	19th "	26th "	MAKASSAR & SOERABAYA
TJISALAK	SHANGHAI	21st "	23rd "	BATAVIA
TJIKINI	SOERABAYA & MAKASSAR	24th "	26th "	SHANGHAI & DUTY
TJIKEMBANG	SHANGHAI	25th "	2nd July	BATAVIA
TJILEBOMI	JAVA via KILANG	2nd July	4th "	BATAVIA

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North Continental Ports

SAILINGS FOR EUROPE:

M.S. "SALABANGKA"	...	7th July, 1925
M.S. "DEKERR"	...	Beginning of Aug.
M.S. "GEMMA"	...	Sept.

ARRIVALS FROM EUROPE:

M.S. "OLDEKERK"	...	30th June, 1925
M.S. "GEMMA"	...	25th July

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AMSTERDAM, HAMBURG, COPENHAGEN, and other
SCANDINAVIAN PORTS.

On or About 25th June, 1925.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malays"	in port	20th July
M.S. "Tongking"	15th July	—
M.S. "Australia"	20th August	—
M.S. "Asia"	25th September	—

Subject to change without notice.
For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents.

SCOTTISH SPORT.

SURPRISE RESULTS IN CRICKET.

"SOCCER LEGISLATION."

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, May 11th.
Cricket is now general all over Scotland. The soft wickets favoured the bowlers, who reaped a rich harvest, but they had not things altogether all their own way. A notable example of the bat triumphing over the ball was given by J. Mushet, of George Heriot's F.P. Playing against Glasgow High School F.P., Mushet made 50 free with the attack that, when his side's innings was declared closed at one run short of 200, he was left not out with 101 to his credit. Among many other good batting displays that of Elliot, Clackmannan County's new professional, is noteworthy. Going in first against Clydesdale, he collected 50 runs by forceful yet polished methods, and at the close of play was, like Mushet, not out. In the Forfarshire game, the Australian, the Rev. H. F. T. Heath, was a distinguished performer with the ball, his eight wickets for 10 runs being one of his best performances since settling in Scotland. A notable result was the defeat of Grange by St. Katherine's. The Principal results were:

[Western Union.]

West of Scotland, 103; Kelburne, 57.
Ferryhill, 57; Uddingston, 70.
Polce, 138 for 5; Ayr, 28.
Greenock, 73 for 7; Drumpellier, 50.

[Club Matches.]

St. Katherine's, 80; Grange, 54.
Carlton, 137; Hawick and Wilton, 32.
Heriot's F.P., 169 for 7; Glasgow H.S., F.P., 58.
Clackmannan Co., 106 for 7; Clydesdale, 70.
Glasgow Acad., 101; Edin. Acad., 46.
Forfarshire, 133; St. Andrew's Univ., 28.
Arbroath United, 62; Aberdeen Univ., 22.
Stewart's F.P., 124 for 7; Kirkcaldy, 72.

ASSOCIATION FOOTBALL.
A desire has been expressed in some quarters to increase the number of clubs in the First Division from 20 to 22, but such a proposal is not likely to be favourably entertained, as the trend of opinion in influential football circles, points to a considerably reduced League in the near future, rather than an augmented one. The proposal by Dundee to extend the playing season has encountered public disfavour, and is unlikely to receive official countenance at the annual meeting of the Association.
In the Glasgow Charity Cup Partick Thistle surprised every one by defeating Celtic, but Rangers had the better of Third Lanark.

BOXING.

A boxing carnival held in the Albert Hall, London, a Glasgow lad, Elky Clark, British and European flyweight champion, figured in the chief contest against young Johnny Brown, of London, for a stake of £1,400. Clark won a gruelling fight in the 20th round, the Londoner collapsing as the result of the punishment handed out by the Scots boy.

A VETERAN GOLFER AND THE R. AND A.

The Past Captains of the Premier Golf Club, the R. and A. of St. Andrew's have nominated Mr. Edward B. H. Blackwell as Captain for the year from September next. The election is an exceedingly popular one. He has a fine record, alike in the club events and in the game generally. He has been winning R. and A. medals since 1902, the King Edward Cup, the medal twice, the Bombay Medal twice, and the Glennie medal four times, while he has also won the Calcutta Cup and the Jubilee Vase. It is a great record. Mr. Blackwell has been a tower of strength to Scotland in the Internationals. He has rarely been out of the team in the long series extending over 20 years, and last year he was given the honour of captain. In the Amateur Championship his best effort was in 1904 at Sandwich. That was the year the one and only Amateur Championship that has crossed the Atlantic. Mr. Blackwell on that occasion was our last line of defence, but he was beaten by 4 and 3. Eighteen years later Mr. Blackwell was within an ace of winning the first Scottish Amateur Championship. He has always been one of our longest amateur drivers, and his drive from the last tee to the steps of the clubhouse of the R. and A., made with the gutta ball, is one of our historic records.

EPSOM RACECOURSE.

SCHEME OF IMPROVEMENTS.

With the object of carrying out extensive alterations and improvements on Epsom Racecourse, the Grand Stand Association, according to the *Central News*, has agreed to purchase for £25,000 the freehold of Epsom Downs from the Lord of the Manor. As the alterations may infringe certain public rights over the Downs, the association has agreed, following negotiations with that authority, to make over to the Epsom Urban District Council, a certain acreage of field and woodland of the Warren estate for public use and enjoyment, but not for building.

After the purchase of the Downs has been completed, the association proposes to enlarge the rings and enclosures by moving the railings on the north side of the racecourse 20ft to the southward, and to build a new club stand, with weighing-room, offices for the clerk of the course, dressing-room for jockeys, and necessary offices. The association have agreed to sell to Mr. Stanley Wootton, for the sum of £25,000, the 'training grounds' on the Walton Manor estate, including Six Mile Hill, and the adjacent woodland, but not including any part of the Derby course. At the forthcoming meeting of the shareholders of the association it is proposed to raise new capital to the extent of £100,000. It is not anticipated that the whole of this sum will be required, but the cost of the new club stand and the new Barnard's stand is estimated at about £50,000.

WEATHER REPORT.

June 11th at 12.30.—Pressure has decreased slightly from Chitoo to Shanghai and over Formosa. It has increased slightly over Japan, S. China, Indo China and the Philippines.
Area of relative high pressure is central E. of Japan.
The depression over N.E. China has deepened slightly, that over S.W. China has decreased in intensity.

Hongkong rainfall for the 24 hours ending at 12 hours, June 11th 0.60 inch. Total since January 1st, 25.81 inches, against an average of 29.09 inches.
The forecast for the 24 hours ending at 12 hours, June 12th is as follows:—
District Forecast
Formosa Channel ... Variable winds, light to moderate.
(E. winds, moderate;
H. winds, fair.)

Hongkong to Gap Rock (fair).
South coast of China between Hongkong and Lamcocks do.
South coast of China between Hongkong and Hainan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 11th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer ...	29.63	29.68	29.70
Temperature ...	83	77	83
Humidity ...	67	82	64
Wind Direction ...	E	SE	ESE
Force ...	3	1	3
Weather ...	C	C	C
Rain ...	0.00	0.03	0.00

Highest open-air temperature on 10th ... 83

Lowest open-air temperature on 11th ... 77

HONGKONG TIDE TABLE.

From June 12th to 18th, 1925.

Days of Week	Lays of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height

Fri.	12	h. m.	ft. in.	h. m.	ft. in.
		3 7	4 0	6 16	3 6
Satur.	13	4 16	4 4	5 35	3 0
		4 16	4 2	5 21	3 8
Sun.	14	5 12	4 5	4 28	1 3
		5 52	5 1	10 26	1 6
Mon.	15	5 53	4 9	11 9	3 4
		5 14	4 8	11 26	2 0
Tues.	16	6 23	5 3	0 24	2 8
		6 23	4 6	0 7	2 2
Wed.	17	6 53	5 8	1 21	3 2
		7 31	4 5	2 40	3 2
Thur.	18	7 20	6 2	2 8	1 7
		7 20	4 3	2 8	1 4

SHIPPING NOTES.

The *Chung On*, commanded by Captain A. Harding, her new master, arrived in port yesterday from Wuchow. Captain Harding has taken the place of Captain O. Lossius, who resigned on the last voyage, if only for the time being, so that he might enjoy an extended vacation on his property at Cheungchau Island. Captain Harding was formerly the Chief Officer and following his promotion to that of Master, Mr. H. Iverson, who was formerly in the employ of the Chung On Co. was appointed as Chief Officer.

The s.s. *Nyat* a smart looking little steamer of 353 tons net register, for which John Mannors and Co. are the agents, has been bought by the Tai On Steamship Company, from her former owners the Danish East Asiatic Company, of Copenhagen. She is commanded by Captain W. Harring and was constructed by Burmeister and Wain of Copenhagen. She is now an oil-burning vessel, but reserve coal-burning furnaces are carried on board and can be installed easily. Her accommodation is for 14 first class passengers, 20 second class passengers and many deck passengers. She will be quite a good asset and addition to the river steamer fleet. Her draft fully loaded is about 7 feet 6 inches and she is 101 feet long and has a beam of 26 feet.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
MANILA	...	"YUENSANG"	Saturday, 13th June, Noon.
SANDAKAN	...	"MAUSANG"	Saturday, 13th June, Noon.
STRAITS & CALCUTTA	...	"NAMSANG"	Saturday, 13th June, 2 p.m.
TIENTSIN	...	"CHIPSANG"	Monday, 15th June, Noon.
TIENTSIN via CHEFOU	...	"YUENSANG"	Monday, 15th June, 5 p.m.
HONGKONG via SWATOW	...	"CHANGSANG"	Tuesday, 16th June, Noon.
KORE via AMOY, SHANGHAI & MOJI	...	"HOSANG"	Wednesday, 17th June, 7 a.m.
SANDAKAN	...	"HINSANG"	Saturday, 20th June, Noon.
KORE via AMOY & MOJI	...	"FOOKSANG"	Tuesday, 23rd June, 7 a.m.
BANGKOK via SWATOW	...	"YATSUNG"	Thursday, 25th June, Noon.
STRAITS & CALCUTTA	...	"KUTSANG"	Friday, 26th June, 5 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA-HONGKONG-JAPAN LINE	EVERY TEN DAYS
SHANGHAI-HONGKONG LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY From Sora Pora
HONGKONG-HAIPHONG LINE	EVERY SUNDAY From Sora Pora
HONGKONG-BORNEO LINE	EVERY PORTNIGHT
HONGKONG-TIENTSIN LINE	EVERY PORTNIGHT
HONGKONG-HANGKOK LINE	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS

Telephone Central No. 215.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS

HOMWARDS

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENBEG"	...	"GLENBEG"	...	14th June
"GLENBEG"	...	"GLENBEG"	...	28th June
"GLENBEG"	...	"GLENBEG"	...	14th July
"GLENBEG"	...	"GLENBEG"	...	28th July
"GLENBEG"	...	"GLENBEG"	...	14th Aug.
"GLENBEG"	...	"GLENBEG"	...	28th Aug.

(Movements are subject to change without notice.)

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., Agents

Telephones: Central No. 215 sub-ex. 23, and Central 5296

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ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED

TOKYO JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG

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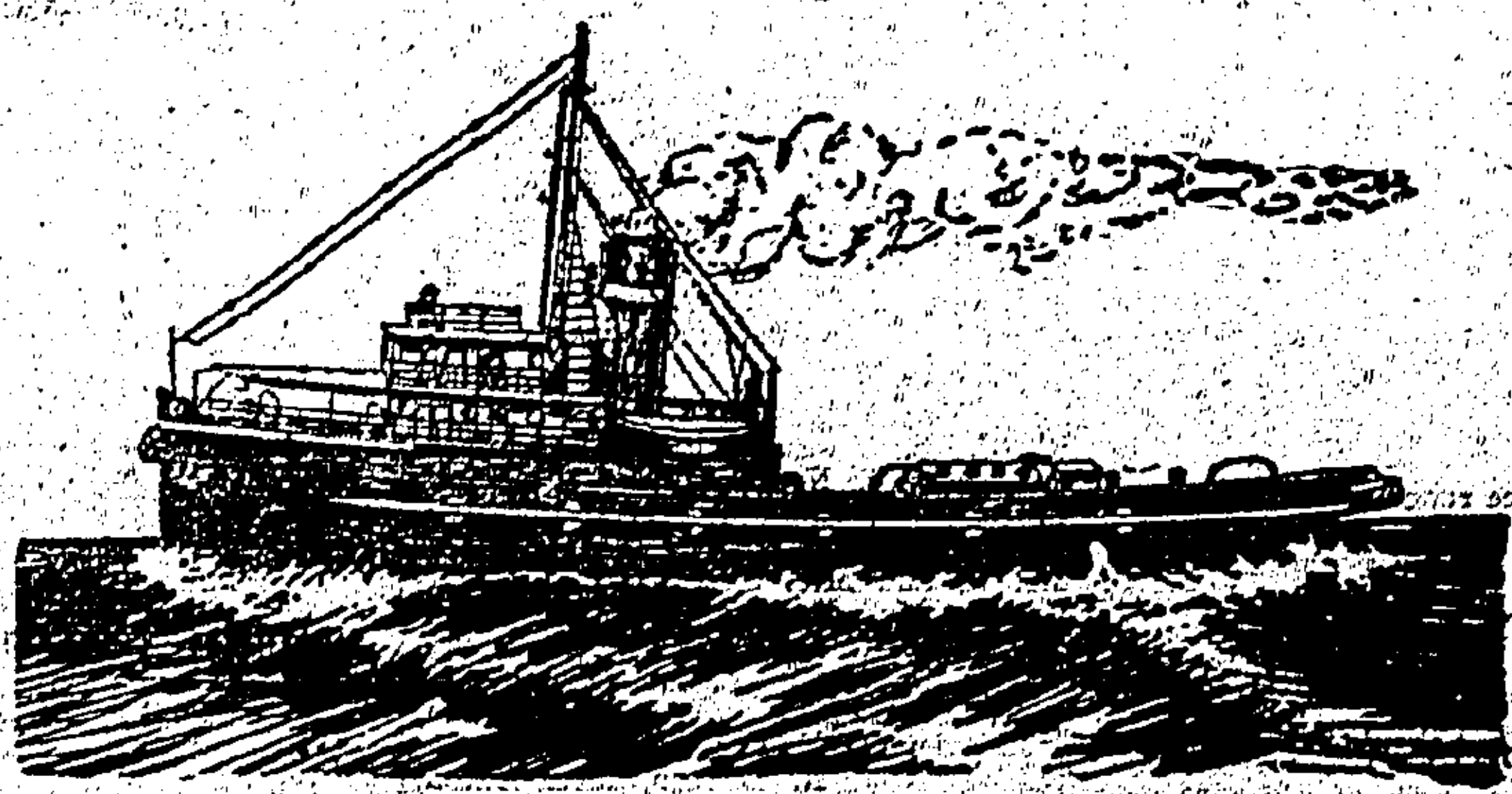
THE CHINA LIGHT & POWER Co. (1918) Ltd.

SHOWROOM:—62, Nathan Road, Kowloon.

Telephone No. K. 677.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESSES: "MANIFESTO," HONGKONG

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' R.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressors, winches, searchlights and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "KATUNA" ... via Suez Canal ... 19th June

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK" ... via Suez Canal ... 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "SUTTON HALL" ... 11th June
FOR HAVRE, LONDON, ROTTERDAM & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

S.S. "STRAT" ... Sails Hongkong, End July
Leading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zambiar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF VALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KATUNA" ... via Suez Canal ... 19th June
S.S. "TITAN" ... via Suez Canal ... 28th June
S.S. "CITY OF CORINTH" ... via Suez Canal ... 28th July
S.S. "BELLEROPHON" ... via Suez Canal ... 19th July
Calls first at New York.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHEWSON & CO., LTD., CANTON.**

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast eight steamers.

For **BOSTON**

and
NEW YORK

S.S. "CELTIC PRINCE" ... 19th June, 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
11th Building.

Telephone Central 3155
Telegrams Furness

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE. VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in disease arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, unsatisfactory and glandular swellings, bed legs, abscesses, ulcers, eczema, gout, rheumatism, gonorrhoea or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 2s. (either remedy). The **VETARZO REMEDIES CO.**, Gospel Oak, W.W.S., London, Eng. Unprincipled Dealers may try to sell you something else or worse profit—do not accept it. Insist on having **VETARZO**. The genuine has words **VETARZO REMEDIES** on Government Stamp. Sold by Leading Chemists.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
SRI LANKA, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	9,118	13th June, Noon	Mars. London, Antwerp & Hall
"JETPORE"	8,218	17th June, Noon	Singapore & Bombay
"MIRZAPUR"	8,715	20th June	Singapore, Penang, Colombo & B'way
"MALWA"	10,541	27th June	Marselles & London
"NAGPUR"	8,583	9th July	Singapore, Penang & Bombay
"DELTA"	8,087	11th July	Singapore, Penang, Colombo & B'way
"KASHMIR"	8,885	11th July	Mars. London, Antwerp & Hall
"MANTUA"	10,503	25th July	Marselles & London
"SOUDAN"	8,588	8th Aug.	Singapore, Penang, Colombo & B'way
"KASHGAR"	9,038	8th Aug.	Marselles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marselles & London
"SICILIA"	8,512	2nd Sept.	Singapore, Penang, Colombo & B'way
"NARKUNDA"	16,227	5th Sept.	Marselles & London
"KHYBER"	9,114	19th Sept.	Marselles, London & A'werp.
"KARMALA"	9,132	3rd Oct.	Marselles, London & A'werp.
"MALWA"	10,541	17th Oct.	Marselles & London
"KHYBER"	9,132	31st Oct.	Marselles, London & Antwerp.
"KASHGAR"	10,503	14th Nov.	Marselles & London
"KALYAN"	9,144	28th Nov.	Marselles, London & Antwerp.
"MOREA"	10,911	12th Dec.	Marselles & London.

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	5th July	Singapore, Penang & Calcutta.
"KASHMIR"	8,518	11th July	do.
"TAKIWA"	7,938	23rd July	do.
"TAKIWA"	7,938	23rd July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	8th July	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	6th Aug.	Island, Townsville, Brisbane
"TANDA"	6,000	2nd Sept.	Sydney & Melbourne.
"ARAFURA"	6,000	7th Oct.	
"ST. ALBANS"	4,500	4th Nov.	
"TANDA"	6,000	2nd Dec.	

The E. & A.S.S. Co., Ltd. steamers will also call at Shanghai, India, Cebu, Kolumbegan, Tawao, Timor, Darwin, or other ports en route as indicated on the following:
Frequent connections from Australia with the following:
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHMIR"	8,885	12th June, 10 a.m.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	12th June, D.L.	Moji, Kobe & Yokohama.
"TILAWA"	10,000	14th June, D.L.	Amoy, Shanghai, Moji, Kobe & Osaka.
"MALWA"	8,018	21st June	Moji & Kobe.
"MANTUA"	10,503	26th June	Shanghai, Moji & Kobe.
"TAKIWA"	7,938	5th July	Kobe.
"ST. ALBANS"	4,500	7th July	Shanghai, Moji, Kobe & Yokohama.
"KASHGAR"	9,008	10th July	Shanghai, Moji & Kobe.
"SOUDAN"	8,588	10th July	Shanghai & Kobe.
"TAKIWA"	7,938	11th July	Kobe.
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe.
"KHYBER"	9,114	7th Aug.	Shanghai & Kobe.
"SICILIA"	8,512	7th Aug.	Shanghai & Kobe.
"TANDA"	6,000	8th Aug.	Moji, Kobe & Yokohama.
"NARKUNDA"	16,227	21st Aug.	Shanghai.
"KARMALA"	9,132	4th Sept.	Shanghai, Moji & Kobe.
"DELTA"	8,087	4th Sept.	Moji, Kobe & Yokohama.
"ARAFURA"	6,000	12th Sept.	Shanghai & Kobe.
"MALWA"	10,541	18th Sept.	Shanghai & Kobe.
"KHYBER"	9,132	2nd Oct.	Shanghai, Moji & Kobe.
"SOUDAN"	8,588	2nd Oct.	do.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,503	17th Oct.	Shanghai, Moji & Kobe.
"KALYAN"	9,144	1st Nov.	do.
"TANDA"	6,000	7th Nov.	Moji, Kobe & Yokohama.
"MOREA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	9,008	18th Nov.	do.
"MACEDONIA"	11,089	12th Dec.	do.
"ARAFURA"	6,000	12th Dec.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Baggage must declare their own Luggage at Singapore while awaiting the on carrying steamer.
All Cables are fitted with Electric Fans free of charge.
Parcels Measuring not more than 24 in. x 14 in. x 14 in. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbills, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Cantonment Road Central, HONGKONG Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Steamers having good accommodation for First-Class Passengers, Electric Lights and Fans in Staterooms, Saloons and Excellent cuisine.

FOR SWATOW, AMOY & FOOCHOW

AND RETURN
(Occupying 9 or 10 Days)

"TAICHING"	Capt. W. S. Turnbull	Friday	12th June, at 4 p.m.
"HAI-NING"	A. H. Stewart	Tuesday	16th June, at 4 p.m.
"HAI-HONG"	Capt. Ellis Walker	Friday	19th June, at 1 p.m.

*Calling at Swatow and Amoy for Passengers only.

Arrivals and Departures from the Company's Wharf (near Hake Pier).

Round Trip Tickets will be issued from Hongkong to Fuchow (Parade Anchorage) and Return by the same Steamer by the "HAI-NING," "HAI-HONG" and "TAICHING" at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS, LAFFAIR & CO.

General Managers.

CHINA NAVIGATION CO. LIMITED.

Ports	Steamers	Date of Departure
SWATOW	"SUIYANG"	On 12th June, Noon.
HOIHOW & BANGKOK	"TEAN"	On 13th June, 11 a.m.
SWATOW & BANGKOK	"KWEIYANG"	On 14th June, 3.30 p.m.
HOIHOW & SINGAPORE	"KWEIYANG"	On 15th June, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 20th June, 4 p.m.
SWATOW & SINGAPORE	"KALGAN"	On 21st June, 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 23rd June, 11 a.m.
AMOY, SWATOW & SINGAPORE	"ANHUI"	On 27th June, D.L.
HOIHOW & SINGAPORE	"CHINHUA"	On 28th June, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 30th June, 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and Amoy) and Tuesdays (via Amoy) and Thursdays (via Swatow) and Saturdays (direct to Shanghai). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
Telephone Central 55.
CARGO AND PASSAGE CAN BE BOOKED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD. "CHANGTE"

Will sail on her maiden voyage during July
MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANNIAN PORTS.
THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.
(Sailing Subject to Alteration)

For Freight and Passage, apply to—**BUTTERFIELD & SWIRE**
Tel. C. 56. Agents.

DODWELL & CO., LTD.**NEW YORK BERTH**

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" ... Sails 26th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, AETHIOPIAN, LEVANT BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£56.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "TRIESTE" (cargo only)	—	Sails 12th June
S.S. "PIUMI" (cargo only)	—	Sails 17th July
S.S. "NUMIDIA" (cargo only)	—	Sails 12th July
M.F. "ESQUILINO" (cargo only)	—	Sails 12th Aug.
S.S. "LACONIA" (cargo only)	—	Sails 12th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENETIA"	—	Sails 1st July
M.F. "ESQUILINO"	—	Sails 1st Aug.

NATAL LINE OF STEAMERS.

FROM CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 31st May

Regular Passenger and Cargo Service to South African Ports
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1024. Agents.

M. MESSAGERIES MARITIMES M. SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Next Sailings from 8th and Japan	Previous Sailings from Hongkong to Marseilles
PORTGOS	—	—	2nd June, 1925
ANGKOR	—	—	7th July, "
COMPAGNE	—	22nd May, 1925	31st July, "
ANGERS	—	5th June, "	4th Aug., "
PAUL LECAT	—	19th June, "	18th Aug., "
ANDRE LEBON	—	3rd July, "	1st Sept., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) ... 55 fr. 00.
B CLASS (1st Class) ... 55 fr. 00.
C CLASS (2nd) ... 35 fr. 00.
D CLASS (2nd) ... 35 fr. 00.

Through Tickets to London, and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "DUNKERQUE" loading for HAVRE, ANTWERP

S.S. "SI-KIANG" from DUNKERQUE, LONDON & HAVRE to due to arrive about 23rd June.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.
Telephone Central 740. 2, Quai de Commerce.

CONSIGNATION—TRANSHIP—REPRESENTATION.

